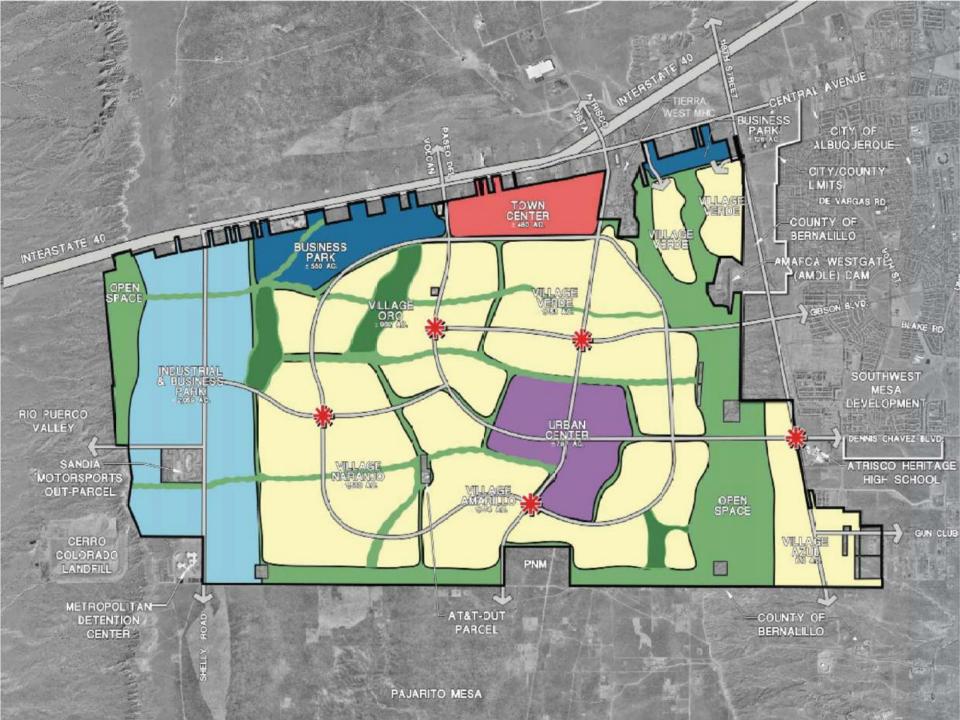
# Santolina Level 'A' Master Plan

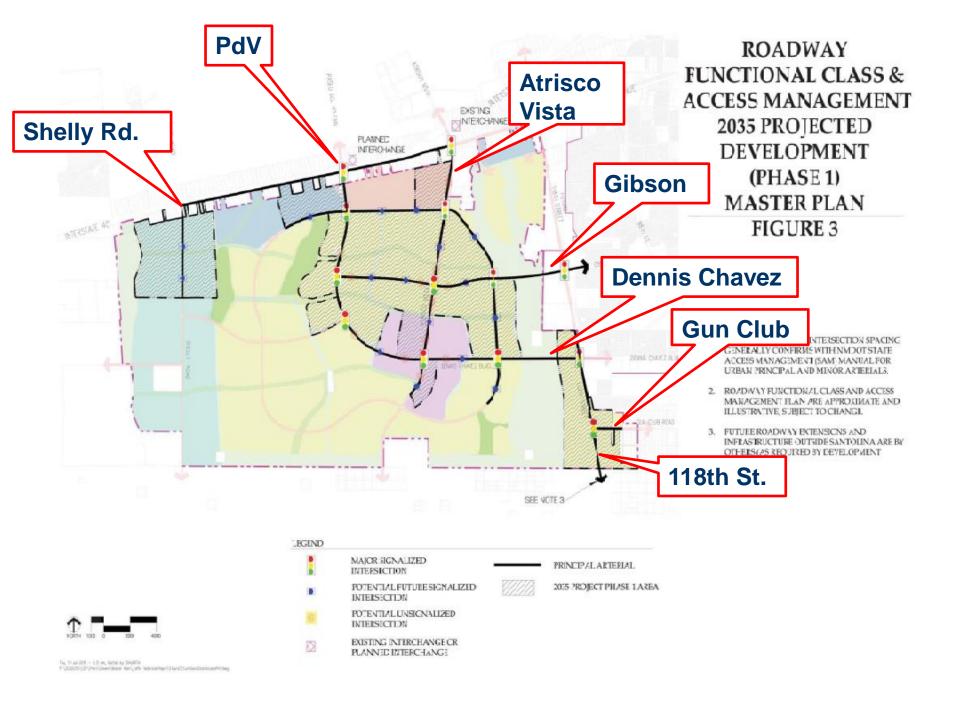
Transportation
System
Comments

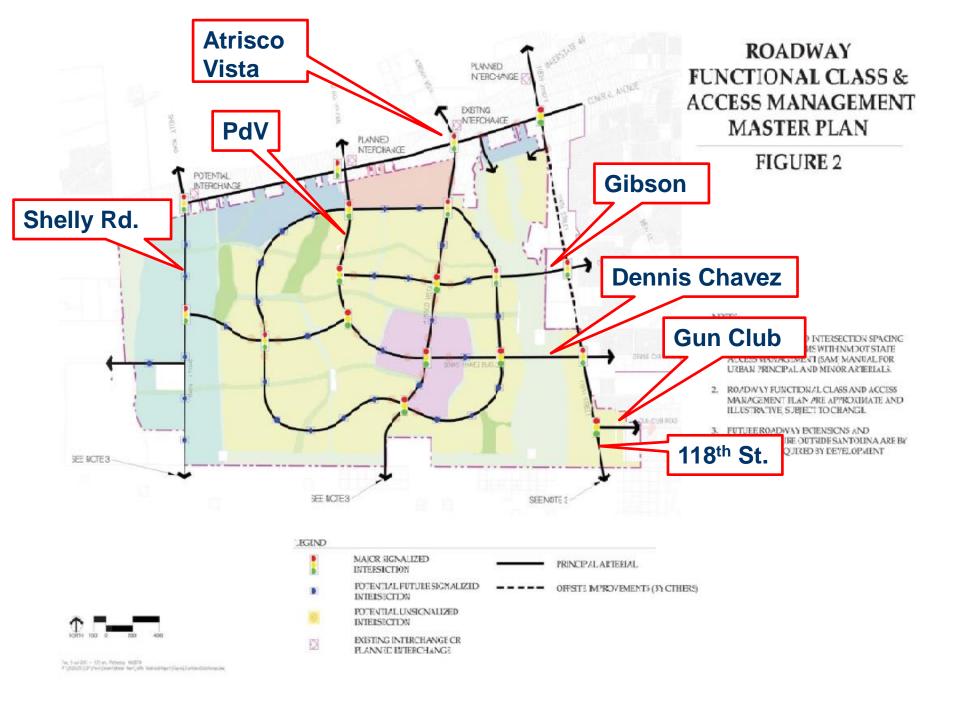
## **Level A Transportation Master Plan – Two Phases**

#### Total Area – Approximately 13,800 acres

- 2035 Proposed, ~ 21 years from now
  - Population 39,405
  - 16,019 DU's, 25,508 jobs → J/H ratio = 1.59
  - Land Area 4409 acres plus 3134 acres open space
- 2055-2065, full build ~ 40-50 years from now
  - Population 93,309
  - 37,930 DU's, 75,006 jobs → J/H ratio = 1.98
  - Land Area 10,628 acres plus 3134 acres open space







## **Phasing**

- 2035 Travel Demand Model prepared by BHI for WALH based on projected acres developed, population, DU's, and jobs.
- If any of these parameters change over the next 21 years, subsequent re-modeling will be needed to accurately reflect travel demands.
- This must occur during the Level 'B' submittal process if there is substantial deviation from the Level 'A' plan.

## Phasing (cont.)

- Prior to the 2035 horizon key changes may occur in transportation system - conversion of two-way frontage along I-40 to one-way, and Shelly Rd. interchange/overpass
- Analysis of key components of the Santolina Transportation System at each Level 'B' submittal must occur to keep abreast of any changes in the initial modeling projections.

Layout



#### Urban Center

- Shouldn't be separated by major arterials
- Two major arterials split Urban Center into four quadrants
- Dennis Chavez/Atrisco Vista intersection may become grade separated interchange -- not the type of roadway connection that adds to the character of an Urban Center. PdN/Coors - SPUI

### Layout (cont.)



- Two lane frontage road (cont.)
  - Additional east west access added to serve commercial/industrial/residential access for areas just south of I-40 (Town Center, Business Park, and possibly Industrial Tracts).

### Layout (cont.)



- Properties along frontage road, some parcels are part of Santolina and some owned by others, should be accessed via a roadway network located to the south.
- Language should be added to the Plan to utilize the existing 60 foot easements for connection to the south roadway network to reduce the number of driveways along the frontage road and new southerly arterial.

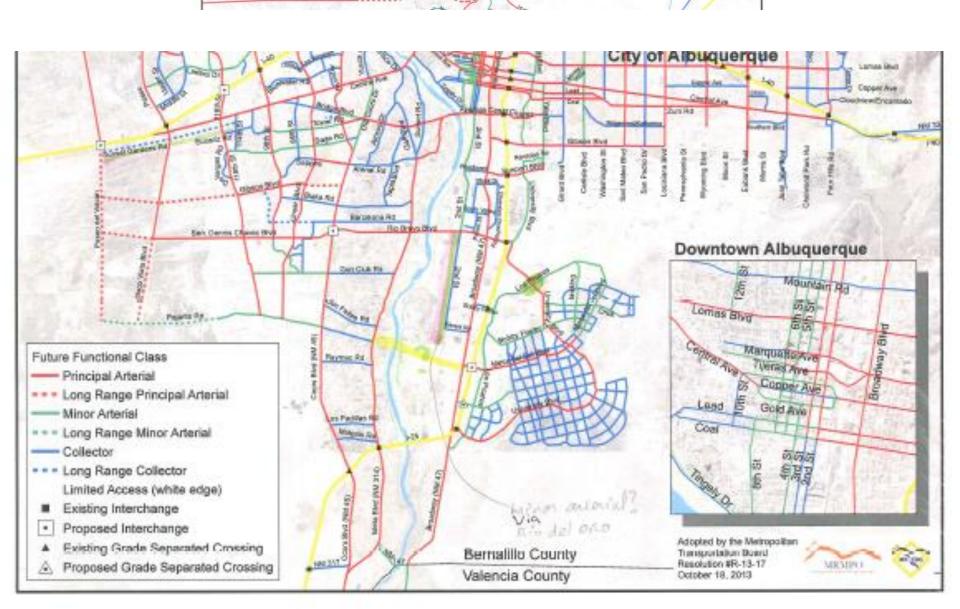
### Layout (cont.)

#### NMDOT

- Does not support the use of the frontage road for primary access to the development.
- No plans are in place for conversion of two-way frontage on both sides of I-40 to one-way.
- No plans are in place for an interchange or overpass at Shelly Road.
- Dennis Chavez/Paseo del Volcan 'Loop' alignment may not meet regional transportation network objectives.

#### Interim Long Range Roadway System

The Interim Long Range Roadway System shows the planned future functional class, general location and connections of future roads. Roadways shown with dashed lines are anticipated to be built in a time frame generally further in the future. A final Long Range Roadway System is being developed as part of the 2040 Metropolitan Transportation Plan.

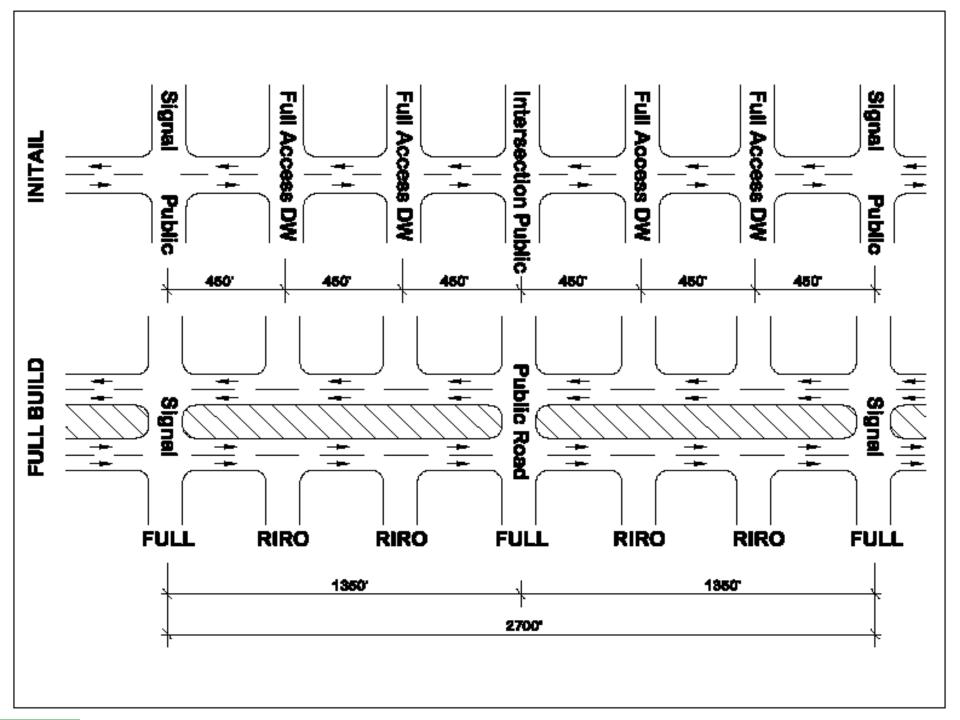


## 118<sup>th</sup> St. Interchange w/ I-40

- Assumed in Santolina transportation model and in 2035 MTP
- Footprint on the north side of I-40 for this interchange is not shown in Westland Sector Plan adopted by the COA in October, 2012
- Need clarification on this, 118<sup>th</sup> St.
   Interchange included in the Santolina
   Transportation Analysis

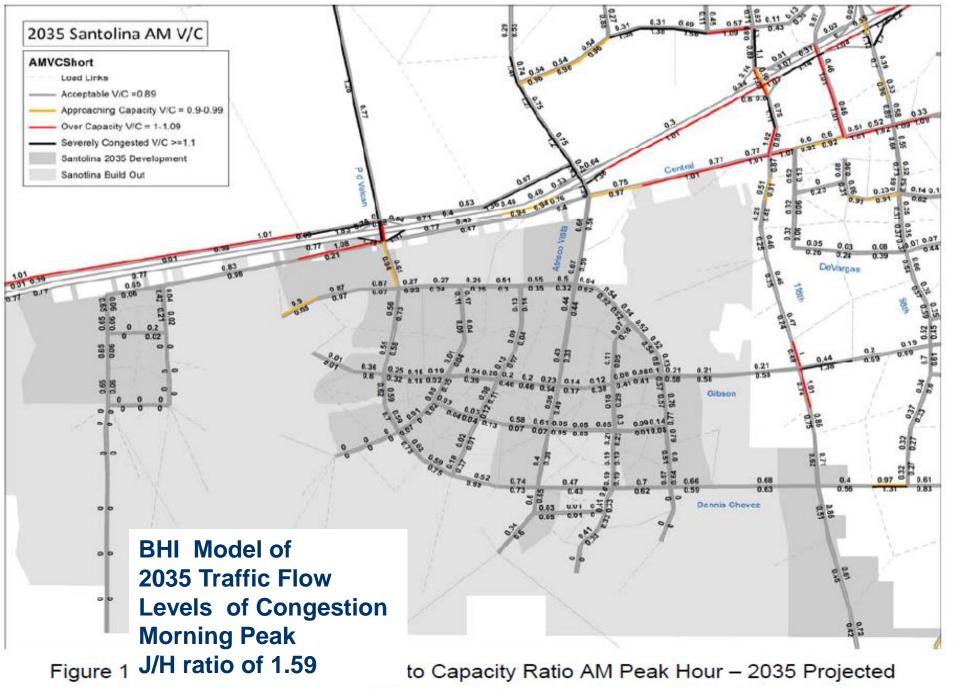
### **Access Management**

- The developer has agreed to include an Access Management Plan similar to the NMDOT's criteria to maintain and assure adequate access spacing along the major roadways within Santolina.
- Initial 2 lane roadways, when widened to 4/6 lane facilities, some businesses will lose their full access. Include language addressing this in access management section of plan.

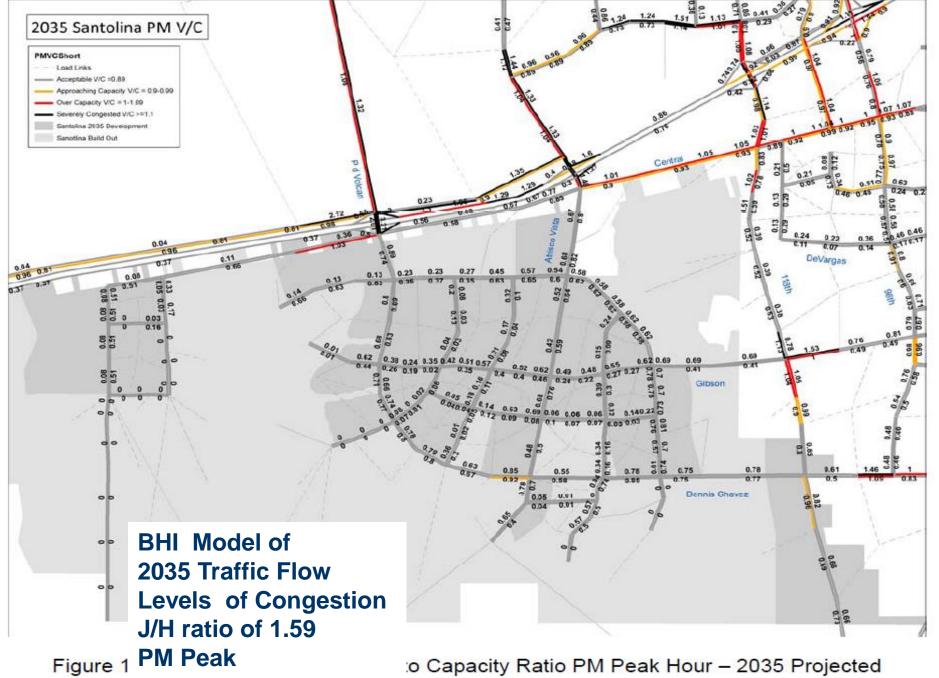


## **Rights-of-Way**

- Complete Streets, Figure 4, page 7
  - Principal Arterial w/ Transit 186' ROW
  - Principal Arterial 158' ROW
  - Minor Arterial 136' ROW
  - Collectors Level B plans
  - Grade Separated Interchange or areas near escarpment may need more ROW
- ROW dedication at Level C: subdivision, site development plan



Development (Phase 1)



Development (Phase 1)

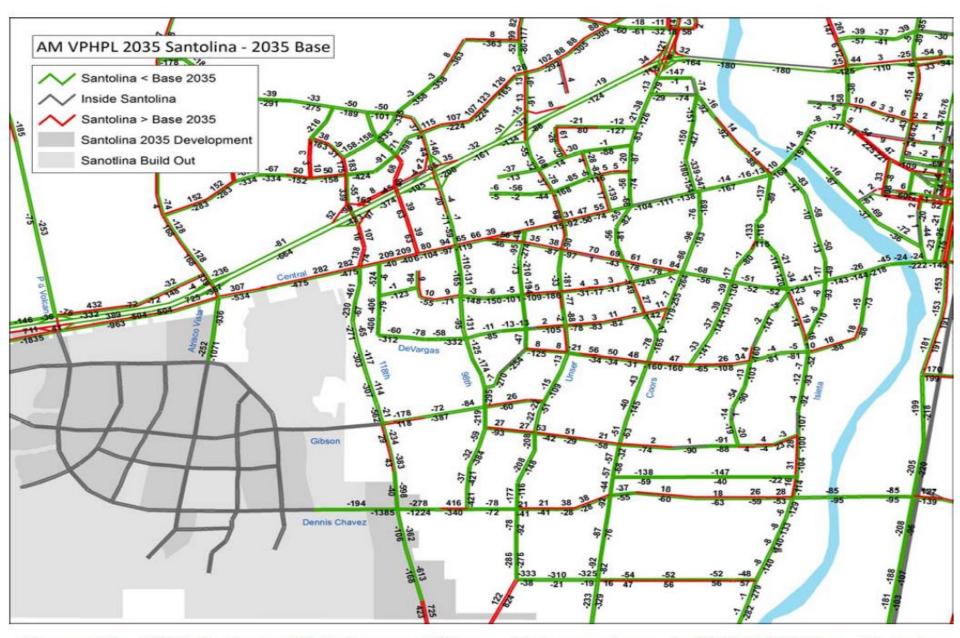


Figure 29 – 2035 Projected Development (Phase 1) Comparisons to 2035 MTP Base Model –

BHI AM Peak Hour



Figure 30 – 2035 Comparisons to 2035 MTP Base Model – PM Peak Hour

## **Funding**

- Initial 2 lane roadways will be constructed by the developer, and "... additional lanes, based on actual demand ... will be eligible for ... local gov't capital programming, ...." (Santolina Level 'A' Transportation Master Plan, p. 8)
- Financial responsibilities outlined in the Development Agreement
- ~\$195 million in capital project needs for roads remain unfunded County-wide.

## Changes to Level 'A' Transportation Master Plan

- Discussed with Proposed Resolution
  - > Additional east-west arterial, south of frontage road
  - Illustrative concept graphic depicting roadway network that preserves adequate access spacing along major roadways
  - Jobs to housing ratio status with each level 'B' submittal
  - Coordination will occur with Rio Metro/ABQ Ride to ensure future needs of transit are considered early in development process

## Changes to Level 'A' Transportation Master Plan

- Discussed with Proposed Resolution (cont.)
  - ➤ Clarify plans for 118<sup>th</sup> St. interchange, conflicting information, need confirmation that interchange is planned at this location or where it is planned
  - Roadway widening and loss of full access for affected businesses

## **Changes to Level 'A' Transportation Master Plan (cont.)**

- Discussed but no proposed resolution
  - Dennis Chavez, Paseo del Volcan alignment is this consistent with regional transportation model?
    - As growth patterns develop, there is a need to accommodate connectivity to the west of Shelly Road
    - and to accommodate connectivity to the south of the Gun Club alignment
  - Urban Center Layout may lead to development as four, separate and independent Urban Centers
  - Potential Atrisco Vista/Dennis Chavez interchange

## Changes to Level 'A' <u>Transportation Master Plan (cont.)</u>

- Discussed but no proposed resolution (cont.)
  - Funding responsibilities in the Level 'A' Transportation Plan need to correspond to those items in the Development Agreement.